

REFUSES TO LIFT RATES ON TOBACCO

Official Classification Committee
Retains Fourth-Class Rate on
All Hogshead Shipments.

CHAMBER WINS FIGHT

Opposed Plan Which Sought to
Double Rates on Less Than
Carload Lots.

Chairman R. N. Collier, of the official classification committee, of New York, notified Traffic Manager E. S. Goodman, of the Chamber of Commerce, yesterday, that the committee has declined to lift tobacco shipments in less than carload lots, from the fourth to the second class. A petition to this effect had been filed with the committee by the trunk lines operating north of the Ohio and east of the Mississippi River.

The decision of the committee lays down a proposal which was fought from the beginning by the Chamber of Commerce, and by the business organizations of Lynchburg, Lexington, Ky., and Huntington, W. Va. A decision in favor of the railroads, it was stated, would have resulted in diverting from Richmond most of the shipments of Burley leaf from Kentucky, and seriously crippled the city's chewing tobacco industry.

Under the present classification all tobacco shipments in hogsheads, whether in carload lots or less, are rated as fourth-class. The new plan sought to restrict the fourth-class rate to tobacco shipped in carload lots of 20,000 pounds each, placing all other shipments in the second class. Its effect would have been to double the rates on most of the tobacco shipped to Richmond from Paducah, Henderson and Owensboro, the Burley leaf centers of Kentucky, and on a large quantity of the weed shipped from West Virginia, Ohio and Tennessee.

Opposed by Chamber. The Richmond Chamber of Commerce was among the first to sound the alarm, and called upon the business organizations of Lynchburg, Lexington and Huntington to join in an attack upon the proposal. Traffic Manager Goodman yesterday notified these of the favorable decision of the classification committee.

Among the strongest opposition was the American Tobacco Company, P. Lorillard & Co., and the Liggett & Myers Co. Traffic Manager C. S. Keene, of

Witness at Money Trust Probe



Frank K. Sturgis, a governor and former president of the New York Stock Exchange, who recently appeared before the Pulo committee.

the American Tobacco Company, together with representatives of the other companies, appeared in opposition to the measure before the official classification committee when the committee heard argument in the matter on October 16. The meeting was attended also by Traffic Manager Goodman and Vice-President Reed, of the Chamber of Commerce, who were delegated for the purpose by President John M. Taylor, of the Richmond Tobacco Exchange.

In the list of trunk lines for which the official classification committee acts, is included the Norfolk and Western and the Chesapeake and Ohio. The last-named road, however, it is understood, was not in sympathy with the proposed increase, and would have granted a compensatory commodity rate had the higher rating been adopted.

President Carrington Gratified. President Carrington, of the Chamber of Commerce, who is himself prominently identified with the leaf tobacco business, regarded the decision yesterday as of the highest significance. To have increased the rate, he said, would have played havoc with an important part of the local tobacco industry.

It was pointed out in the chamber's plea before the classification committee, that much of the tobacco shipped to Richmond is in what is known as "unsorted" condition; that is, moist, soft and liable to heat.

The delay incident to its accumulation for carload lots at the smaller shipping point, it was claimed, would render it liable to mildew and other damage. To ship it as second-class rates to Richmond would be prohibitive, and the tobacco would naturally find its way to St. Louis, Cincinnati and other Western cities close to the producing areas.

Protects Carolina Shipments. Under the plan proposed, a carload was fixed at 20,000 pounds. It was objected at the hearing that the visible loading capacity was between 15,000 and 18,000 pounds—the carloads averaging fourteen hogsheads—and that to fix a 20,000-pound carload as the minimum would have the effect of compelling shippers to pay charges on approximately 4,000 pounds of mythical weed in order to secure the fourth-class rate.

The decision of the classification committee for the northeastern roads forestalls similar action by the Southern classification committee in Atlanta, which passes upon classifications for the trunk lines operating in the South. Had the higher rate been adopted by the New York committee, the Southern committee, it is believed, would have followed suit soon after. Such an increase would have laid a heavy finger on the vast shipments of tobacco from the Piedmont section of North Carolina and would have dealt the Richmond tobacco industry a heavy blow.

Lanier-Echols.

[Special to The Times-Dispatch.] Danville, Va., December 20.—One of the most interesting and most fashionable weddings of the year was solemnized on Wednesday night at the Presbyterian Church, when Miss Harriet Miller Echols became the wife of Howard Saunders Lanier, the Rev. W. R. Laird, D. D., performing the marriage ceremony. The church was picturesquely decorated for the wedding with flowers, palms and ferns, and candelabras were used with charming effect.

Before the ceremony began Miss Jesse Brewer played several selections and a double quartet sang "O Perfect Love."

As Mendelssohn's "Wedding March" was being played, the bride party came in. Miss Virginia Overby and Master Dan Overby entering the church from the side doors and marching down the side aisles. Following them came the bridesmaids, Miss Mary Overby, Miss Helen Wilson, of Lexington, Ky.; Miss Fannie Echols, of Lewisburg, W. Va.; Miss Martha Taylor, Miss Roberta Taylor and Miss Dot Richmond, of this city, all of them gowned in white crepe de chine, elaborately trimmed with shadow lace and carrying Killarney roses. The groomsmen, Tom Glasgow and J. T. McCrum, of Lexington; Charles Echols, of Lewisburg, W. Va.; H. C. Picklen, John E. Hughes and Henry Day, of this city, entered with them.

The maid of honor, Miss Beatie Echols, of Lewisburg, W. Va., then entered, wearing a gown of white crepe de chine, trimmed in chantilly lace and carrying a bouquet of cream roses. Little Miss Virginia Overby, dressed in white lingerie trimmed with pink ribbons, followed the maid of honor, carrying a basket filled with lilies of the valley. The bride entered with D. A. Overby, her brother-in-law, and was met at the altar by the groom, who, with his best man, T. S. Williamson, entered the church from the side door. The bride wore a beautiful creation of white champagne embroidered in white chrysanthemums and trimmed in old lace. An Hessian veil caught with orange blossoms covered her head. After the ceremony was over, the bride party left the church to Tara-hauser's "Wedding March." Miss Virginia Overby, carrying flowers before the newly married couple as they passed down the center aisle.

The guests then repaired to the home of Mr. and Mrs. Dan Overby, on Hollbrook Avenue, where a beautiful reception was tendered to Mr. and Mrs. Lanier, who afterward took the northbound train. They will visit several Northern cities during their honeymoon, after which they will return here, their future home.

Both bride and groom are widely known and popular. Mr. Lanier is secretary of the Danville Traction and Power Company. Among the out-of-town guests who were present at the wedding were Mrs. M. D. McCorkle, of Glasgow, Mrs. J. T. McCrum, of Lexington, Mrs. J. W. Wiedemeyer, of Clinton, Mo.; Mrs. J. C. Burke, of Roanoke; Dr. and Mrs. H. M. Echols, of Winston-Salem, N. C., and E. A. Waugh, of Lynchburg.



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SUIT TO RECOVER LANDS IS FILED

Government Trying to Get Back
Property Conveyed to
Southern Pacific.

Los Angeles, Cal., December 20.—The complaint in the long expected suit of the Federal government against the Southern Pacific Railroad, involving title to \$250,000,000 worth

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of supposed mineral bearing lands in Fresno County, was filed here to-day in the United States District Court for the Southern District of California. Other suits are to follow, in which the government will contest the ownership of a total of \$250,000,000 worth of lands, according to B. D. Townsend, special assistant to the Attorney-General of the United States. Mr. Townsend, with T. J. Butler, also a special assistant, will prosecute the suit. The latter filed the complaint.

The suit is brought under the act of Congress, passed July 27, 1866, requiring the Department of the Interior to exempt mineral bearing lands in issuing patents to railroads. The government will contend that of 400,000 acres of land on the main line of the Southern Pacific in California 45,476 acres are mineral bearing, and must revert to the public domain. The land is for the most part in the Coalinga oilfield, and is under lease to the Kern Trading and Oil Company, a subsidiary corporation of the Southern Pacific, and a joint defendant in the suit.

Following is the full list of defendants: The Southern Pacific Company, The Southern Pacific Railroad, The Kern Trading and Oil Company, The Associated Oil Company, The Southern Pacific Land Company, The Central Trust Company of New York, Homer S. King, The St. Paul Consolidated Oil Company, The Seire Oil Company, The Coalinga Oil and Gas Company, The Guthrie Oil Company, The Confidence Oil Company, The Associated Pipe Line Company, The Section Seven Oil Company, C. F. Iredell, Julius Freed, G. E. Short, Oren G. Myers, W. S. Porter, O. S. Chibiner, George W. Baker, C. H. Machom, M. L. Woy and M. Madison.

All the co-defendants are alleged by the government to hold leases on Southern Pacific lands, and to be participants in profits from their mineral yield. The contested patent was issued July 10, 1894. The patent was accepted, says the complaint, with full acquiescence in the statutory exception of mineral bearing lands.

The Southern Pacific Land Company is described as a "dummy" corporation. Each of the defendants, with the exception of the Central Trust Company of New York, and Homer S. King, is alleged to have extracted large quantities of minerals from the lands.

EGGLESTON WILL KEEP HOME HERE

Retiring Superintendent of Education Will Make Richmond Headquarters in New Work.

Although officially stationed at Washington, Joseph D. Eggleston, who resigns on Monday as State Superintendent of Public Instruction to become chief of the field work of Uncle Sam's new Bureau of Rural Schools, will keep his home in Richmond and make this city his headquarters. At the request of his superior, Dr. P. F. Clark, Southern States Commissioner of Education, the work upon which Mr. Eggleston

is to embark is established for the first time as an independent bureau of the United States educational work, and the plans of the new Bureau of Rural Schools are necessarily somewhat lacking in final details. In his capacity as chief of the field work Mr. Eggleston will be kept away from home quite a large amount of the year, but his vigorous activity as Superintendent of Public Instruction keeps him personally engaged in the various sections of Virginia much of his time.

The impression that R. C. Stearnes, for years secretary to the State Board of Education, will be chosen by the board as Mr. Eggleston's successor on Monday continues to gain strength. Mr. Stearnes's experience as the right-hand man of the retiring superintendent has given him splendid qualifications for the work. In case he is chosen by the board Mr. Stearnes's term expires. It is more than likely that Mr. Stearnes will have opposition for election at the primary for the regular term.

Mr. Eggleston is expected to tender his resignation to the board on Monday morning and immediately take up his new duties.

NEGRO FATALLY WOUNDED.

Shot by Companion After Dispute Over Card Game. [Special to The Times-Dispatch.] Martinsville, Va., December 20.—Bill Chris Hairston, colored, was shot and perhaps fatally wounded here last night by Robert Hairston, also colored. The men fell out over a card game. Bill followed Robert home, where the latter got a shotgun and shot Bill twice, once in the side and once in the back. The wounded man is still living, but is not expected to recover. Robert Hairston fled and has not been apprehended. He formerly lived in West Virginia.

VERDICT AWARDED BY COURT'S ORDER

American Tobacco Company
Wins in Heavy Damage
Suit Against It.

New York, December 20.—The American Tobacco Company was awarded a verdict by direction of Judge Mayer in the United States District Court to-night in the \$300,000 damage suit brought by E. Lockyer & Co., Brooklyn tobacco jobbers. The Metropolitan Tobacco Company, co-defendant, was awarded a similar verdict. The plaintiffs sought double damages under the Sherman antitrust law, alleging they incurred losses through the violation of the law by the defendant companies. Judge Mayer told the jury that the questions involved were of law, not of fact, hence it was for the court to decide the case. Counsel for the plaintiff was granted permission to appeal. John E. Lockyer, of the plaintiff company, said he would take the case to the Supreme Court of the United States if necessary. "I am going to prove that I have a right to do business in the United States if it costs me all I have," Lockyer said.

Judge Mayer's instructions to the jury came after he had dismissed the complaints against the Blackwell-Durham Tobacco Company and the American Snuff Company, named as co-defendants. In dismissing these complaints, he said:

"The court does not doubt that the Blackwell-Durham Tobacco Company and the American Snuff Company were combinations in restraint of trade, but it has not been proved that they injured the plaintiff."

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